



## **State Revolving Fund Loan Programs**

### **Drinking Water, Wastewater, Nonpoint Source**

#### **PRELIMINARY DECISION OF CATEGORICAL EXCLUSION**

TO ALL INTERESTED CITIZENS, ORGANIZATIONS AND GOVERNMENT AGENCIES:

**CITY OF EVANSVILLE**  
**Martin Lane Lift Station Improvements**  
**Preliminary Engineering Report D Addendum #2: Project #11**  
**SRF # WW 08 13 82 05**

**Date: December 06, 2012**

Pursuant to IC 4-4-11, the State Revolving Fund (SRF) Loan Program has determined that the project described here and in the city's Preliminary Engineering Report Addendum #2 received by the SRF on October 9, 2012 will have no substantial negative environmental impact. Therefore, the SRF is issuing a preliminary decision of Categorical Exclusion from the requirements of substantive environmental review.

*How were environmental issues considered?*

The National Environmental Policy Act requires agencies disbursing Federal funds to include environmental factors in the decision making process. A summary of the project is attached for your review. The SRF's preliminary review has found that the proposed project does not require the preparation of either an Environmental Assessment or an Environmental Impact Statement.

*Why is additional environmental review not required?*

Our environmental review has concluded that significant environmental impacts will not result from the proposed action.

*How do I submit comments?*

Comments can be submitted to:

Max Henschen, Senior Environmental Manager  
SRF Programs  
317-232-8623; mhensche at ifa.in.gov

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## CATEGORICAL EXCLUSION

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### I. PROJECT IDENTIFICATION

Project Name and Address: **Martin Lane Lift Station Improvements  
Preliminary Engineering Report D  
Addendum # 2: Project #11**  
City of Evansville  
1 NW Martin Luther King Jr. Blvd., Room 104  
Evansville, IN 47740-0001

SRF Project Number: WW 08 13 82 05

Authorized Representative: Mr. Allen Mounts, Director  
Evansville Water and Sewer Utility

### II. PROJECT LOCATION

Evansville is located in southeastern Vanderburgh County. The Martin Lane lift station project area is located in the Newburgh, IND. KY USGS 7.5 topographic quadrangle in Knight Township, T6S, R9W, section 30 (see Exhibit 11-2).

### III. PROJECT NEED AND PURPOSE

This type of lift station is becoming obsolete because of changing regulations for confined space entry into the pump pit. Other problems associated with this lift station include: inadequate hydraulic capacity; decommissioned man lift; no onsite safety equipment; no wet well vent; exposed electrical wires within the dry pump pit; deteriorating dry pit walls and floor; and the potential for sanitary sewer overflows exists during electrical or mechanical failures. The lift station needs to be upgraded and expanded to address these problems.

The proposed project includes: converting the lift station from a dry pit/wet well configuration to a submersible lift station with two pumps controlled by variable frequency drives (VFDs) and each having the capability of pumping between 600 and 1,100 gpm; rehabilitating the existing wet well by using multi-layered polymer resin, while replacing the top slab with a new one having an appropriately sized hatch; removing the existing dry well from the surface to approximately one foot below the bottom of the proposed valve pit, while filling the remaining portion of the dry well with concrete; constructing a new valve pit on the existing site and connecting the new force main to the existing force main; and replacing the control panel with one that can interact with system communications (see Exhibit 11-12).

Two alternatives were evaluated for the lift station improvements project, including the “No Action” alternative.

The “No Action” alternative was rejected since the existing lift station would continue to deteriorate, resulting in increased maintenance and eventual failure, potentially causing sanitary sewer overflows.

**Existing Lift Station Upgrade** – This alternative proposes upgrades and modernization of the lift station to bring it up to current standards. This is the selected alternative.

#### IV. ESTIMATED PROJECT COSTS, AFFORDABILITY AND FUNDING

##### A. Selected Plan Cost Summary

<u>Construction Components</u>	<u>Costs</u>
Mobilization/Demobilization/Bonds/Insurance	\$ 13,400
Complete Bypass Pumping	20,000
Demolition of Dry Well	4,700
Rehabilitating Wet Well	25,490
Wet Well Pumps, Rail, Brackets, & Piping	47,400
Pump Control Panels and Floats	21,600
VFDs Controls	25,800
Relocate, Reinstall Radio Equipment	4,000
Valve Pit & Appurtenances	40,000
Approximately 20 feet of 8-inch Force Main	1,500
Site Restoration	1,132
<b>Subtotal Estimated Construction Costs</b>	<b>\$205,022</b>
Contingencies	20,502
<b>Total Estimated Construction Costs</b>	<b>\$225,524</b>
 <b>Non- Construction Costs</b>	
Administrative and Legal	\$ 2,500
Engineering Design Fees	21,750
Planning Fees	13,113
Project Inspection	22,000
<b>Total Non-Construction Costs</b>	<b>\$ 59,363</b>
 <b>Total Estimated Project Costs</b>	 <b>\$284,887</b>

- B. The city has sufficient funds remaining from the 20-year loan of \$31,750,000 which the city closed with the SRF on October 19, 2009, to fund this project.

## **V. ENVIRONMENTAL IMPACTS OF THE FEASIBLE ALTERNATIVES**

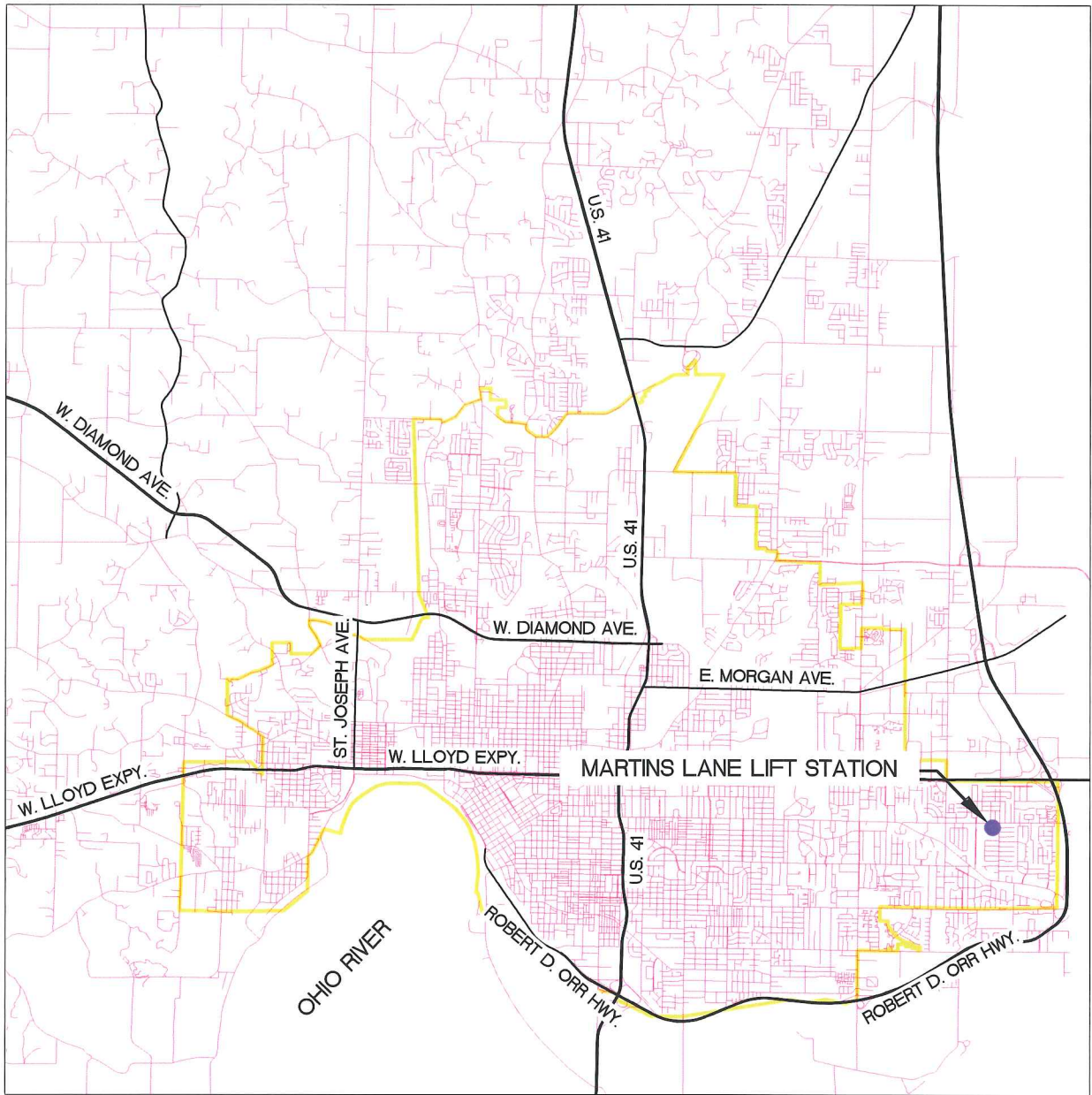
The project will occur in a previously disturbed area and will not affect endangered species or their habitat, streams, wetlands, or the 100-year floodplain.

Construction and operation of the project will not alter, demolish or remove historic properties (see Exhibit 11-9). If any visual or audible impacts to historic properties occur, they will be temporary and will not alter the characteristics that qualify such properties for inclusion in or eligibility for the National Register of Historic Places. The SRF's finding pursuant to Section 106 of the Historic Preservation Act is: "no historic properties affected"

## **VI. PUBLIC PARTICIPATION**

A properly noticed public hearing was held at the Central Library, Browning Event Room A – Central on September 28, 2012, at 3:00 p.m. to discuss the addendum to the Preliminary Engineering Report. No one from the public attended the hearing, and no written comments were received.





### LEGEND

- EXISTING SANITARY LIFT STATION
- EVANSVILLE CORPORATE LIMITS



0 5000' 10000' 20000'



SCALE: 1" = 10000'



**VS ENGINEERING, INC.**

4275 N. HIGH SCHOOL RD. INDIANAPOLIS, INDIANA 46254  
TEL: (317) 293-3542 FAX: (317) 293-4737

CITY OF EVANSVILLE

ADDENDUM No. 1 TO PER D, PROJECT No. 11  
MARTINS LANE LIFT STATION IMPROVEMENTS

**OVERALL LOCATION MAP**

**EXHIBIT**

**11-2**



CONSTRUCTION LIMITS

PROPOSED FORCEMAIN

PROPOSED VALVE PIT

PROPOSED WET WELL



SCALE: 1" = 20'

REVISÉD 12/3/12



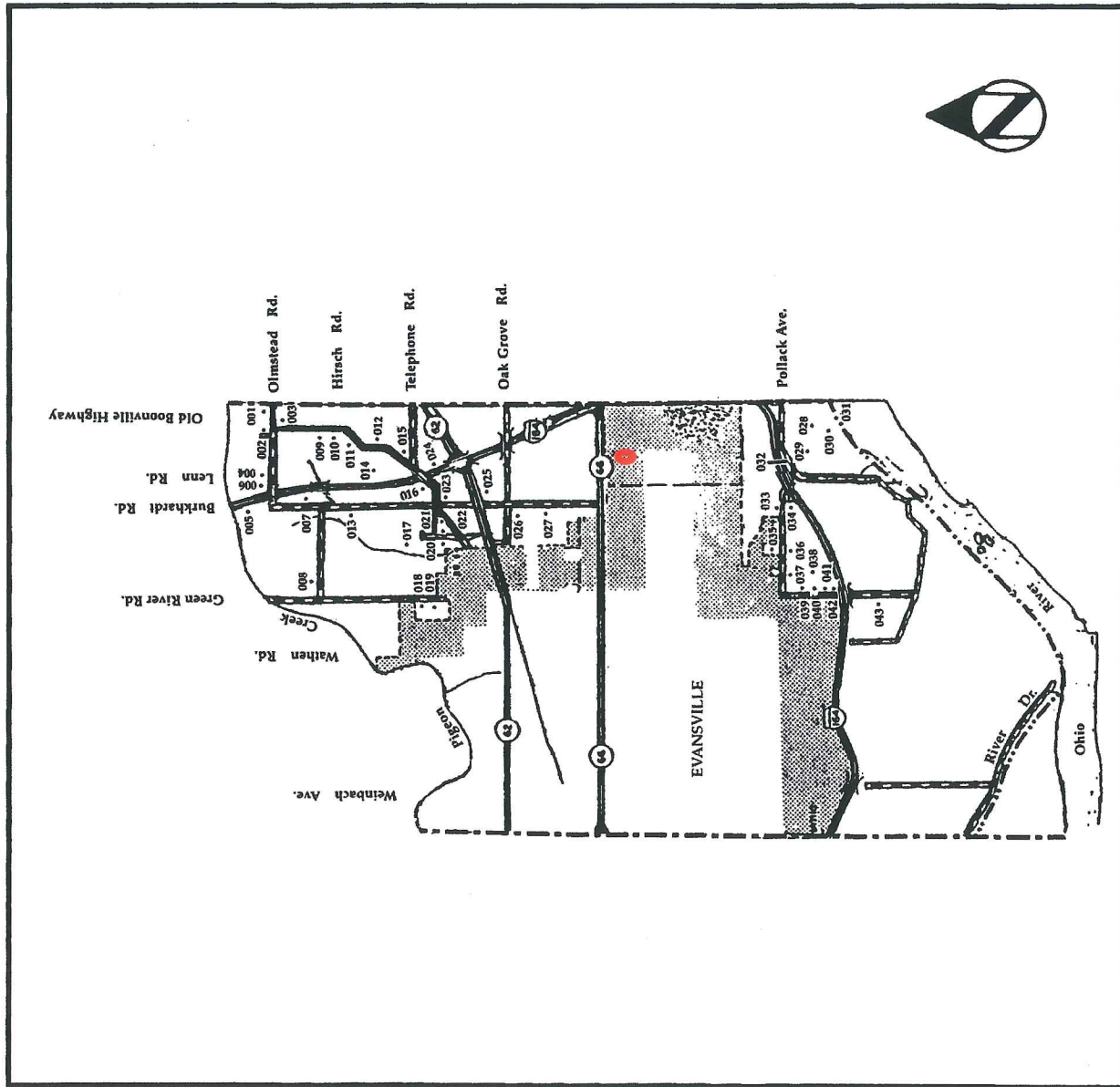
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## PROPOSED SITE LAYOUT

**EXHIBIT  
11-12**



# Knight Township (20001-043)



Knight Township is located in the southeast corner of Vanderburgh County. Organized in 1840 from a section of Pigeon Township, the township was named for Isaac Knight, an early settler. The city of Evansville has expanded into Knight Township and today, almost half of the area is included within the city's boundaries.

The township's terrain is generally flat. Because the Ohio River forms much of the township's southern boundary, the land is both fertile and susceptible to flooding. North of the bottoms, the land is higher and was originally heavily timbered.

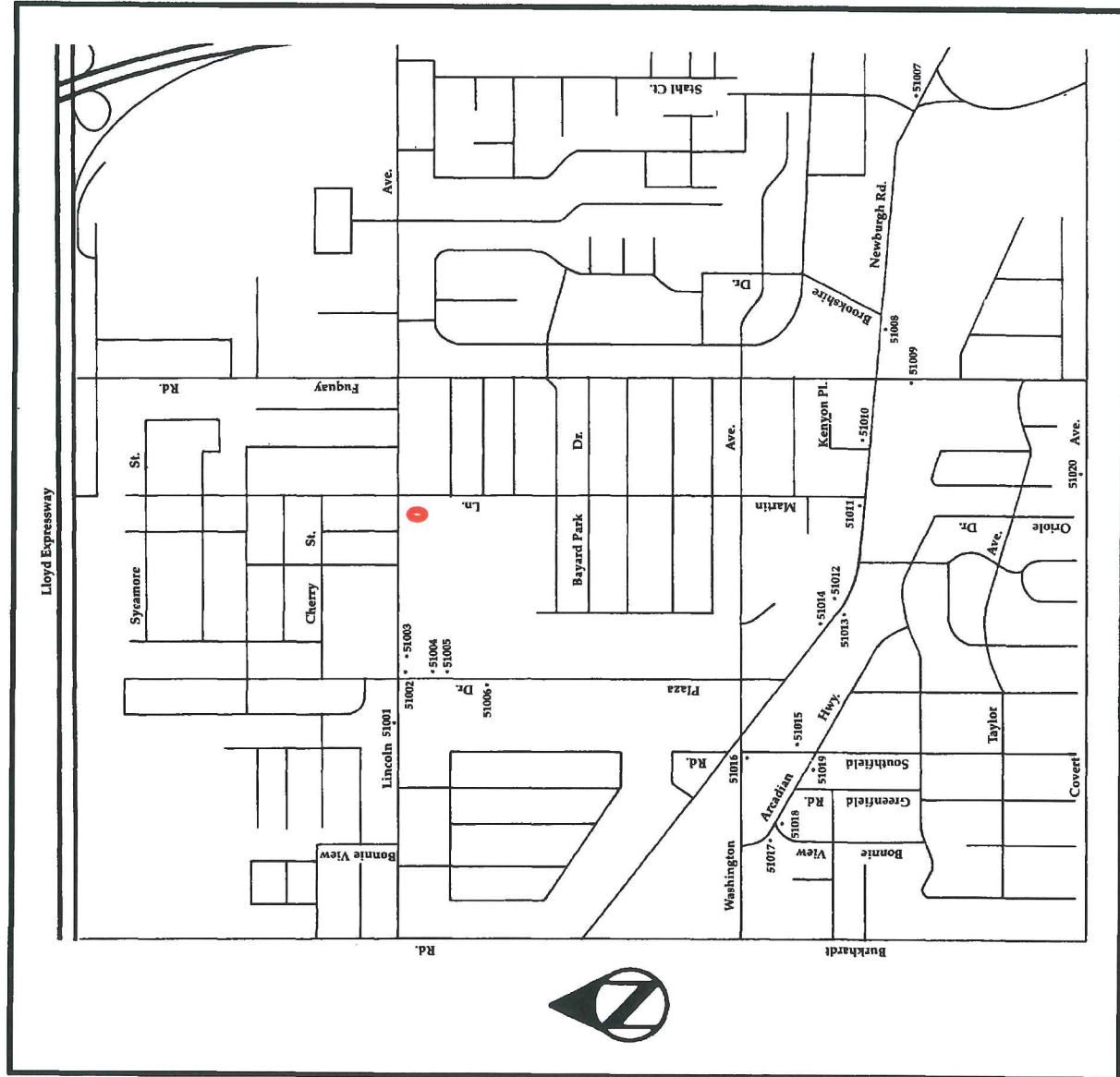
The township's earliest settlers came to the area in 1806. Aeneas McCallister crossed the Ohio River from Kentucky and built a house in the bottoms opposite the mouth of the Green River. McCallister was soon followed by Daniel Noble, Henry and John James, David Aikin and John Garrett who came to the bottoms between 1810 and 1818.

Until construction of the Wabash and Erie Canal through the township during the 1830s, most of the area's settlement was confined to the township's southern edges. Work on the canal which stretched across the township's northern section, lasted from 1837-1838. Abandoned by 1859 because it could not compete with the railroads, the waterway is still visible as a large ditch (20025). Ironically, the former Evansville and Eastern Railroad built its tracks on the towpath.

A number of tiny villages were established along the canal and the railroad line. In 1837 William Walker platted the town of Smyra along the canal path. Smyth's Station was the site of a tile factory. Today, nothing remains of these two communities.

Knight Township's historic resources reflect its agricultural past. The Karch Farm (20036), the Joe and Katherine Folz Farm (20013), and the William

# Evansville Scattered Sites (51001-020)



No.	Rtg.	Description
51001	C	House, 6708 Lincoln Avenue; Vernacular, c.1910; Vernacular/Construction (449)
51002	C	House, 6911 Lincoln Avenue; English Cottage, 1942; Architecture (449)
51003	C	House, 6923 Lincoln Avenue; English Cottage, 1927; Architecture (449)
51004	C	House, 622 Plaza Drive; English Cottage, c.1940; Architecture (449)
51005	C	Oscar Darrington House, 638 Plaza Drive; Colonial Revival Cottage, 1937; Architecture (449)
51006	C	House, 711 Plaza Drive; Colonial Revival Cottage, c.1940; Architecture (449)
51007	C	Mann House, 8420 Newburgh Road; T-plan/Queen Anne, 1898-1902; Architecture, Vernacular/Construction (449)
51008	C	House, 7711 Newburgh Road; International, c.1940; Architecture (449)
51009	C	House, 1321 Fuquay Road; Bungalow, c.1935; Architecture (449)
51010	N	Kenyon House, 7506 Newburgh Road I-house, c.1827; Exploration/Settlement, Vernacular/Construction (449)